

THE WARSAW WEEKLY

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4th YEAR

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No. 27

THE KING GOES TO CANADA

The announcement of the King and Queen's visit to Canada next May has been greeted with joy in every part of the Dominion. Not only is it the first visit of a reigning British monarch to his western empire but it is also, in a very real and peculiar sense, the visit of Canada's own King to his own people.

This Royal Tour is essentially a Dominion affair. The people concerned in issuing the invitation were the Canadian Prime Minister, the Canadian Governor-General and the Canadian High Commissioner in London; all dealing directly with the Court. The fact that the British Government has no part in the arrangements marks a further step in the absolute sovereignty of the overseas Dominions — a procedure which is not without interest to the outside world.

The saying that the Crown is the binding link of Empire is proverbial; indeed it was to strengthen this link that the historic oath was altered at His Majesty's Coronation. George VI is more than King of Great Britain; he is also the King, in fact and form of Canada, Australia, New Zealand and South Africa. Pessimists who regard the Empire as a tottering structure, look on this oath as a sign of weakness. How, they ask, can one man — one crown — be divided among so many peoples? To Canadians the changed Coronation Oath has a different symbolism — the combining of many national aspirations in the person of one man — and that man their own King.

During a trip that will be all too short, Their Majesties will see a cross-section of their Senior Dominion. From the Atlantic to the Pacific they will receive a welcome such as only Canada can give. They will see the natural wonders of a land that is rich in marvels, and they will see the great new cities that have risen from the wilderness. They will see the soft beauty of the Maritime Provinces, the same beauty that is found among the English shires. In Quebec they will be surrounded by their French-Canadian subjects, and in the flag-decked streets of bilingual Montreal they will learn how Canada has solved her 'minority' problem. They will move across the fertile fields and through the bustling Ontario cities amid a wave of cheering; a pent-up outburst of loyalty that will carry them over the rolling prairies across the gaunt barrier of the Canadian Rockies and down to the tree-lined foreshore of the Pacific coast — more than 3,000 miles of comradeship, admiration and love.

No King ever ascended the Throne under greater difficulties



Southampton Docks showing the "Empress of Britain", on which the King and Queen may travel to Canada next year.

than King George VI. No King has won so sure a place in popular affection in so short a time. When, on September 27th, the King issued his message to the Empire, "Be of good cheer," he was addressing a united people, a people that would follow him through any dangers, as they followed his father twenty years before.

This will not be the King's first visit to Canada. As a Naval Cadet in H. M. S. Cumberland, His Majesty made a hurried tour of Eastern Canada in 1913. The Dominion has altered a great deal since those pre-war years, and, except for the Falls at Niagara, there will be little to remind the King of his previous visit.

While no official announcement has been made, it is probable that the King and Queen will travel in the "Empress of Britain", flagship of the Canadian Pacific Railway Company's fleet and the proper pride of the Canadian people. This splendid ship was built in the same yards that launched "Queen Mary" and "Queen Elizabeth" and has been the undisputed queen of the Canadian seaway since her maiden trip in 1931. The Royal Family has been quick to recognize the part played by the Canadian Pacific Railway in linking Canada with the Motherland, and the far East. From a Canadian point of view, nothing would be more popular than seeing the Royal Standard flying from a ship that has represented the Dominion throughout the Seven Seas.

It is early yet to discuss detailed plans for the Royal Tour. While in Canada, the King and Queen will be the guests of the Governor-General, Lord Tweedsmuir, and will use the Vice-Regal train for travelling. One of their most

important functions will be the unveiling of the Canadian War Memorial at Ottawa, a sculptured group that will occupy the place of pride in the Dominion Capital. On that day Their Majesties will be surrounded by their Canadian Ministers of State and by a vast concourse of their Canadian subjects. They will also be surrounded by another multitude; a silent press of the unseen dead in whose honour the memorial has been erected. Perhaps among that invisible host there will be a few men in the ill-fitting clothes of a bygone age; Macdonald, Laurier, Cartier and Tupper — the 'Fathers of Canadian Federation'. These were the men who dreamed of a united Canada, and the pitiful dead from Flanders are the men who sealed that union with their blood. On the day His Majesty sets foot on Canadian soil their task will be completed — the dream of a free, united Canada within the Empire will have become reality.

The constitutional changes in Imperial relations are of no interest to the average Canadian. He is a Canadian, the King is the King, and there is no more to be said. The distinctions of the Statute of Westminster, by which the King became ruler of Canada in a personal sense, are slight but important. Anyone who has knowledge of an 'absentee land lord' can imagine the ultimate feelings of a people towards an 'absentee King'. This Royal visit may prove a turning point in the history of the British Empire. From one end of Canada to the other, there will be a new feeling of personal loyalty; "God save our King" will take on a new meaning. The bonds of Empire will be strengthened and freemen the world over will be the more secure behind the democratic strength of this new Imperial Federation.

British Industries Fair

The British Industries Fair for 1939, to be held in London (at Olympia and Earls Court) and at Birmingham (Castle Bromwich) from February 20 to March 3, will be the twenty-fifth since 1915, the year of the Fair's inception. It has steadily grown until it is now the largest national trade display in the world.

How great has been the expansion of the Fair can best be judged from the following figures:

1915—Exhibiting area,
88,714 square feet.
Exhibitors, 591.
Attendance, 33,676.
1938—Exhibiting area,
856,396 square feet.
Exhibitors, 2,432.
Attendance, 380,031.

Next year, the display of textiles at Earls Court will be planned with special ingenuity. The centre avenue at Earls Court will lead to an archway forming the entrance to the Textiles Section from which corridors will radiate, left and right, to cotton, rayon, and silk; linen; wool; furnishing textiles and made-up soft furnishings; women's and children's made-up wear, and men's made-up wear. Facing the main avenue will be the Fashion Theatre, where leading mannequins will parade in gowns fashioned by London's dress designers. Two new features will be introduced in the Textiles Section at the next Fair. A series of rooms will be built and furnished in styles typical of English homes — "from the cottage to the mansion" — and thus provide an intimate setting for the new season's designs in interior decoration and furnishings. There will also be, adjoining the Fashion Theatre, a Hall of Fashion. Those who have admired the styles and models worn by the mannequins on the stage of the Fashion Theatre will have the opportunity of studying at their leisure similar garments in the Hall of Fashion.

Also, at Earls Court will be the displays of the Empire Section, the foodstuffs and furniture trades, the last-named section being the largest single section in the Fair.

Olympia will house the "lighter" manufactured goods, including pottery and glass, fancy goods, toys, chemicals, scientific instruments, cutlery, jewellery and electroplate, leather goods; stationery; and sports goods.

In Birmingham, in what is believed to be the largest single floor exhibition building in the world, the various exhibits are grouped under the following heads: Hardware, Building, Gas, Electricity, and Engineering. Actual bookings for display space in the Engineering and Hardware Section at Birmingham are more forward than they were a year ago at this time. Many tributes were paid by overseas visitors at the last Fair to the ease with which it was possible to move from point to point in the vast exhibition building at Birmingham. In 1939, for the first time, the seven principal avenues, which run through the building, will be further "picked out" by floodlighting in different colours. The car park at Birmingham is now being enlarged by the addition of more than 6 acres of ground, for which 1,000 tons of metallic slag from the "black country" are being laid down. When the Fair opens in February there will be room on the 30-acre car park for 6,000 cars, which can be cleared within the hour.

FREE PASSPORT VISAS FOR B. I. F. BUYERS.

According to an announcement made by the Department of Overseas Trade free passport visas will be given, where these are required, to all *bona fide* overseas buyers visiting the 1939 British Industries Fair, which opens in London and Birmingham on February 20.

This concession is extended to include the wives of buyers and their children under 18 years of age, even though they travel on separate passports.

The visas, which can be obtained on application to the nearest British Consular Officer, are valid for three months from the date of issue.

IF THERE IS ANOTHER WAR

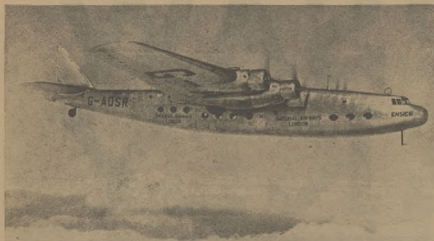
From a Special Correspondent

Wars are no longer fought with bayonets. Every mile of an army's march entails the wearing out of a certain amount of essential equipment; with every shot fired there is a lessening of reserve strength in the national Arsenal. Not a plane can leave the ground unless fueled with petrol. Often irreplaceable — and the entire population, civil and military, must be fed every day. It is in these terms that the capacities of a nation must be judged, and in these terms Great Britain remains the dominant power in Europe.

This claim is not put forward by the British Government, or supported by the English Press. The recent crisis has revealed 'serious gaps' in Britain's defences — due to the past preference of a civilised people for butter instead of guns — and it is the Government's immediate intention to fill these gaps. However, while newspapers are full of 'unpreparedness' stories, it is as well to remember the British habit of understatement and not to lose sight of the real strength of the country — the latent reserve power of the overseas Empire.

(Continued on page 4)

FLYING NEWS



The "Ensign" — Britain's largest landplane airliner.

THE "ENSIGN"

Largest Airliner in the world in regular operation
From a Special Correspondent

The Ensign, which will be the largest air-liner in the world in regular operation, has made its debut at Croydon, London's principal air port. It is the first of a new fleet of giant planes to be used on Imperial Airways' Empire and European routes.

The first sight of the Ensign is staggering. The machine is 144 feet (43.9 metres) long, and from tip to tip the wings measure 123 feet (37.5 metres). Most impressive of all are the landing-wheels with their Dunlop tyres 6 feet 3 inches (190 centimetres) in diameter, and 2 feet 2 inches (66 centimetres) wide. No tyres of these dimensions have ever been manufactured before, and yet the whole of this under-carriage, the largest in the world, is retractable. After gaining height the wheels are drawn up into the wing by hydraulic mechanism — a fascinating sight.

Imperial Airways were pioneers of aircraft with four engines, which give the best possible guarantee of reliability. The Ensign is equipped with 4 Armstrong Siddeley "Tiger" Engines with a total of 3,400 horse power. Every kind of technical improvement has been incorporated in the design of the Ensign. The remarkable streamlined form has enabled the constructors to combine speed with size, and a top speed of more than 200 m. p. h. (320 kilometres per hour) has been reached on trials. The cruising speed is 165 m. p. h. (264 kilometres per hour). Enough fuel can be carried to give the planes a normal range of 860 miles. (1,366 kilometres).

Most successful efforts have been made to eliminate noise and vibration. The engines are insulated with patent flexible engine mountings. The noise caused by the propeller-blades has been diminished by arrangements to operate the propellers at unusually low speed. Other sound-proofing devices include thickened window-glass, and special bulkheads to prevent "drumming". An additional aid to silence is the placing of the passenger saloons away from that part of the fuselage in line with the engines. This portion of the air-liner contains only the kitchen, the mail and freight holds and lavatories.

The result of this elaborate care is that conversation in normal tones is perfectly easy, and the cabin is so free from vibration that cups of tea will remain absolutely motionless on the tables in front or each seat.

Fourteen of these great 'planes are to be built, in two types, one for use on European services, and the other on British Empire air routes. The Ensign is of the

"Empire" type, but will be used temporarily on the London-Paris crossing. It is fitted for 27 passengers and a crew of 5, and has 20 sleeping berths. The "European" type will carry 30 passengers.

THE "MERCURY'S" FLIGHT

By Captain D. C. T. Bennett

The flight of Imperial Airways Mercury, the upper component of the Composite aircraft, non-stop from Dundee in Scotland to Orange River in South Africa, has, I think it can be fairly suggested, made a valuable contribution to future long-range aviation.

It has demonstrated the enterprise of British designers.

It has established beyond doubt that Imperial Airways, in conjunction with the British Air Ministry, are sparing no effort which may lead to the future improvement of communications within the Empire.

And the completion of a flight of such magnitude and the creation of a new long-range record for seaplanes by the Mayo Composite aircraft proves that the principle of launching in mid-air holds tremendous potentialities for the future.

I am a pilot, and not given to day dreams, but I see the Mercury's flight as a vision of the future, pointing to a time when air communications between Britain and Africa, and Britain and the other parts of the British Empire, have been so speeded-up that a five thousand mile flight will be regarded in the nature of a 'hop' or as a day's excursion.

The feature of the flight which commands attention is that Imperial Airways, and the British Air Ministry, did not build the Composite aircraft, with its upper component Mercury, for the express purpose of breaking world records. It was constructed by the famous firm of Short Brothers at Rochester, England, simply to investigate the possibilities of the

mid-air launching of an aeroplane, and by this means to overcome the many problems attached to the unassisted take-off of heavily laden long-range machines.

The Composite aircraft was once termed the most revolutionary experiment in aviation. Foreign designers were interested undoubtedly, but many were unconvinced. The success of the aircraft has consequently enabled Britain — and by Britain, I imply the British Empire — once again to give an aerial lead to the world.

The Mercury unaided, would possess a range not much in excess of fifteen hundred miles. This flight has proved that, operating in conjunction with the Maia, the flying range can be quadrupled.

There is an alternative claim which holds great possibilities for future air transport. It is that not only can an aircraft operated by the Composite principle fly four times as far, but that, if necessary, it can carry twice the normal load for double the distance which could be achieved by any ordinary aircraft.

This was indicated by the recent flight of the Mercury from Southampton to New York, a flight on which I had the privilege of acting as pilot. Flying non-stop between Southampton and Montreal, a distance of nearly 2,900 miles, the Mercury was able to carry at an average speed of 170 m. p. h. nearly half-a-ton of freight. This was the first seaplane flight across the North Atlantic which could be fairly regarded as being of a commercial nature.

The system of launching an aircraft in mid-air, as proved by the Composite principle, can be applied not only to seaplanes but to land-planes.

Plans have already been announced, by the way, for a new Mayo Composite aircraft, the upper component of which will be able to fly non-stop from London to New York at 300 m. p. h., carrying a large load of mails. This performance is, of course, considerably better than that of our present Mercury, but the difference is explained by the fact that the new aircraft would be built specially for the task of carrying mails and not for general experimental flights.

It is because of all the possible significance to air transport of Mercury's recent flight that I feel proud to have participated in it.

It was an interesting venture, and certainly the experience of a life-time. But from the point of view of a commercial pilot it was only just another job. In the air one flight is just like another and, vagaries of weather excluded, the main difference I found between this and the thousands of flights I have made in command of Imperial Airways flying-boats was the length of time we were in the air.



The Mayo Composite Aircraft.

A Brilliant Motor Show

By Joseph Martin

A comprehensive display.

The largest and richest Motor Show that the world has yet seen was opened by the Duke of Kent at Earl's Court in London on the 13th of October. Like most other industries, the British motor industry has seen a slight slackening in the volume of orders during recent months, probably as a result of the uneasy international situation, but in sponsoring the 32nd International Motor Exhibition the Society of Motor Manufacturers and Traders are hoping to provide an incentive for a boom year in the motor industry. At the moment of writing, signs are not lacking that such will be the case, for within a few minutes of the Show it was announced that two exhibitors alone had booked orders together totalling £26,000,000.

The Show acts as a shop-window for everything to do with private transport by motor-car on land or motor-boat on the sea, and cars were shown varying in price from a little over £100 to well over £3,000. Similarly, in the marine section, the exhibits ranged from a little £20 motor-boat to a 50-foot Diesel-engined express cruiser. The capital value of the 550-odd cars or view was estimated at about £250,000, and the value of the rest of the exhibition — caravans, accessories and garage equipment, motor-boats and marine engines, fuels, etc. — must have aggregated at least another £250,000.

As usual, the chief interest centred round the moderate-priced "family-car", which has been brought to a pitch of high efficiency in Great Britain. In this country the motorist pays direct taxation on the horsepower of his car, and, through the medium of a petrol tax, indirect taxation on its use; economy is therefore a dominant consideration. The British "family-cars" for 1939 are much more economical, more comfortable, safer and offer better value for money than their predecessors of 1938. Prices, in spite of the rise in raw material costs consequent on the rearmament programme, have actually been lowered in most cases; in general finish and quality of materials and coachwork, the British car is the best in the world.

Improved economy, comfort and safety.

The Motor Show disclosed no startling innovations but rather showed steady progress along well-established lines. In one respect, however, improvement was indeed noteworthy. British cars have always been famed for economical petrol consumption, and in this respect the 1939 cars show an improvement of from 20 to 25 per cent over last year's models. As a result, the twelve horsepower cars are now doing about forty miles per gallon, and the so-called "babies" (which, in saloon form, seat four adults in perfect comfort) are doing 50 miles to the gallon. Comfort, too, has been notably enhanced: in particular, leg-room has been increased by about 15 per cent and springing has been improved. At least half of the new season's models have their front wheels independently sprung; and though this may seem unnecessary to a driver accustomed to the smooth English roads, it is an important consideration to the man who buys a car for overseas and colonial work.

There was a fine show of cars which, though greater in cost than the popular models, represent a remarkably high value for money.

The S. S. Car Co., famous for the beautiful coachwork fitted to its medium-priced cars, showed an ultra-streamlined saloon car capable of 100 miles an hour at a price of less than £600. The Lagonda Co., one of the most aristocratic British makers, exhibited a saloon which covered 10½ miles in one hour just prior to the opening of the Show — the first standard saloon, incidentally, to accomplish this feat. And there were several other British cars well able to exceed the magic speed of 100 miles an hour. The section devoted to coachwork had some very fine exhibits, notably a Rolls-Royce coupé with two electrically operated sliding panels in the roof, the lower one being of glass. On this car, the doors were made to open by sliding sideways, instead of being hung on hinges in the orthodox manner.

The motor industry.

It is interesting to examine the industry which dazzles the public annually with its Motor Show in London. The motor industry is Britain's third largest industry, employing some 1,800,000 workpeople. In addition, people all over the world are taking an indirect part in the industry: 78,000 workers on British plantations collect rubber for its yearly output of 6½ million tyres, and 410 British tankers bring from overseas a large part of the 44 million barrels of petrol used in Britain every year. This petrol is distributed by 24,000 garages dotted all over the country — an average of one garage to every 7¼ miles of road. About £180 is spent every year on the maintenance of each mile of British roads. The prosperity of an industry such as this, employing four per cent of the nation's population, is a matter of first importance; and it is gratifying to know that one manufacturer as a result of his success at the Motor Show, is increasing his output by 25 per cent.

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THE SCOTS IN OLD POLAND

By Dr. Wacław Borowcy
(Concluded from Nr. 20).

Even those Scots who were established in Poland for good maintained connections with their native country, and took interest in its affairs. When in 1651 the building of Marischal College, Aberdeen, became dilapidated, and the Rector and the professors appealed to the Scots abroad for help, many members of Polish brotherhoods answered the summons, twenty one of them from Warsaw alone. The Danzig merchant John TURNER subscribed £ 600. Another merchant who made his fortune in Danzig, Robert GORDON, bequeathed it for the foundation of the famous Aberdeen school called Gordon's Hospital (afterwards Gordon's College).



ROBERT PORTEOUS
From a portrait in the Krosno
Parish Church

Many of these Scots deserved equally well their country of adoption. Testimonies survive in all provinces of Poland. In the small town of Szydłowiec, e.g., we can see the tomb stone of one Alexander RUSSELL, "*civis schilowensis... gentis Scotus*", who died in 1620, and whom the inscription commemorates affectionately in the words "*famatus*", "*facilis rebus*", "*sincerus amicus*", etc. In the small place Checiny, the centre of Polish marble quarries, a Scot named Caspar ACHTERLON flourished, and left a bequest for the local almshouse. A singularly interesting career was that of Robert PORTEOUS. He came to Poland at an early age, settled in a Carpathian town Krosno and became not only its richest merchant, but nearly a monopolist of the whole wine trade between Poland and Hungary. Hungarian suppliers once sent him as a bribe a cask filled with gold instead of wine. He went with it to a court of justice and distributed the money among the poor. A Catholic convert, he rebuilt the Krosno parish church, after a fire, he raised several other buildings in the town, and in fact became its greatest benefactor. It is only natural that one of the streets in Krosno bears his name. The whole nature of the man seems to be reflected in his will. He bequeathed, e.g., 200 florins to the town "for the repair of the town-walls and the bridge behind the Cracow Gate which has been allowed to fall into decay, as well as for the improvement of the pavements". Still more detailed are the qualifications of his bequests to the church. "To the Organist... we read... I leave 600 florins on condition of his taking his degree at the Academy of Cracow, and I impose upon him the duty of singing the Litany *Omnium Sanctorum* with the

school-children after Vespers on Wednesdays in the Chapel of St. Peter and Paul... To the Bellringer I leave 200 florins, the interest of which he is to receive; he shall be obliged, however, to summon those of the Church beggars who are strong enough, to assist him in clearing the sacred paintings". But, in spite of what these passages might suggest, Porteous' thoughts and feelings went far beyond the town walls of Krosno: he left special bequest to the Bishops of Cracow and Przemyśl, to the Queen and the King. Having acknowledged runs the paragraph — all through life His Majesty John Casimir as my gracious King and protector, I wish to give him a further proof of my loyalty by leaving to him the sum of 10,000 florins. I also present to him my altar of pure gold".

Two Scots became Polish writers, though in the Latin language: Andrew LOECH (in the Latinised form LOECHIUS) and Albert INNES. The latter (1620–1658) wrote, a.o. a series of odes on the princes and kings of Poland. The former, a man of the older generation, chose likewise Polish subjects for his writings (which consisted chiefly of quaint epigrams with word puzzles), and in some cases polonised his name giving it the form of LOECHOWICZ. They were both Catholics: Innes — a Franciscan, Loech — presumably a Jesuit.

Among the Protestant Scots in Poland the most prominent intellectual figure was John JOHNSTON (1603–1675), a theologian, medical scholar and scientist. A descendant of an immigrant family, with an admixture of German blood, through his mother he received his school education in Poland, made university studies at St. Andrews, at Cambridge and in Holland, and spent the greater part of his life in his native Polish province. Much appreciated by his contemporaries for his versatile knowledge and usually described as "the polyhistor", he had flattering offers of university chairs and other honours from various countries, but he preferred the post of a tutor in Polish magnates' houses, and that of the municipal surgeon in the town of Leszno, Great Poland. Some contemporary called him *Scotopolanus*. He was indeed a Scot in his cast of mind, being at the same time loyal and sympathetic to Poland. His works are all written in Latin, although he knew Polish, but the chief of them, *Thaumaturgaphia naturalis* (publ. 1632), is dedicated to his Polish protectors, and another, *Ephorus nobilis* to his Polish pupils.

Further generations of Scottish settlers living in Polish surroundings naturally polonised. An illustration of this process may be found in the book of the Scottish brotherhood in Lublin. Begun in English in 1680, from its second part already it becomes Polish. We may certainly regard as a Pole rather than as a Scot Alexander CHALMERS (in Polish: CZAMER), who was four times burgomaster of Warsaw and who has a tomb with a panegyric inscription in the Warsaw Cathedral (died 1703). Equally Polish were George TEPFER-FRAGUSON, a deputy to the "Great Diet", and his son Bernard, the famous Banker, to whom Warsaw, owes its imposing protestant church, although the latter was an honorary citizen of Edinburgh.



Dr. WILLIAM DAVISON
Senior Surgeon to King John Casimir
(Advocates Library, Edinburgh)

The connections with Scotland were not rapidly broken in spite of polonisation, especially among protestants. One Robert BROWN, e.g., a citizen of Zamość, founded (1713) two scholarships at the University of Edinburgh for two students of the Reformed faith, one Scot and one Pole. A similar scholarship for a theological student from Poland had been founded earlier (1688) by Daniel DAVISSON: preference was given to candidates of Scottish descent, but they had to be "perfect with the Polish language".

In the second half of the 17th century the Scottish emigration to Poland seems to have already ceased. We meet, however, individual Scots occupied in Poland, chiefly by the kings. Thus John GALLISON (or COLLISON perhaps?), a Scot from Aberdeen, was given (1664) the title and the privileges of a royal painter at the court of John Casimir. Similarly, Dr. William DAVISON, a well known chemist and medical man, was appointed senior surgeon and director of the royal gardens (1651–1668) at the court of the same king.

LONDON RIVER

London River goes by many names. The average citizen — thinking of summer cottages and tree lined banks — calls it "the river"; harbour officials and officers of shipping companies speak of the "Port of London"; but seamen all over the world know the Thames by its oldest title, "London River".

It is hard for landmen to realise the magic that this name holds. London River is drab, practical and inclined to be grimy. Yet on this winding, narrow stream stands the greatest port in the world, and in the 69 miles controlled by the Port of London Authority — or P. L. A. — can be found shipping from every corner of the Seven Seas.

The cargo-lists of these myriad ships read like an accounting from the treasure house of Solomon: spices of all descriptions, ivory from Africa and Asia, ivory from frozen Siberian mammoths, narwhal tusks — the unicorn horn of the Middle Ages — can all be found in London docks. To London River come great bales of carpets from Samarkand and Tiflis, rugs from Georgia and China, and boxes of uncut diamonds for the markets of Hatton Garden. Tea and tobacco, meats, and fruits pour into London on every tide; more than 45,000 tons of tobacco, valued at duty at over £55,000, are stored in the warehouses; of this P. L. A. During 1937, 62,217 vessels arrived or sailed from London River, and overseas shipping amounted to almost 43,000,000 tons.

CENTENARY OF SOUTHAMPTON DOCKS

The Home of Britain's Big Ships

October 12th was the 100th birthday of the great Southampton docks. Exactly 100 years ago the foundation-stone was laid of what is now the premier port of Great Britain, the rendezvous of the biggest liners afloat, and possessor of the world's largest dry dock.

Nature herself bestowed the first advantages on Southampton. The broad well-sheltered waterway of the Solent forms a natural haven and a fine approach to the open docks and quays. The double tides prevailing at the port, and the open docks, 20 away with the delay caused by locks. Southampton is thus able to provide for all types of vessels, from the *Queen Mary* (and shortly for the world's largest liner, the newly launched *Queen Elizabeth*) to the smallest coasting craft, whatever the state of the tide. This accessibility at any time of the day or night is of particular benefit to importers of perishable produce such as fruit.

A few figures may give some idea of the magnitude of the docks and of the facilities which are offered to ships. The docks have an area of over 500 acres (200 hectares) and a uniform low-water depth of 35 feet (10 metres) with a total quay accommodation of 10,000 yards (9,100 metres). There are more than 2,000,000 square feet (18.5 hectares) of covered accommodation.

Southampton has 7 graving docks. The "King George V" dock which was opened 5 years ago for the late King himself is the largest in the world. It is 1,200 feet long, 135 feet wide and 50 feet 6 inches deep, (364 metres long, 41 metres wide and 15 metres deep).

18,000 tons of shipping now enter the dock annually, and the variety of the cargo traffic may be seen from the types of warehouse available. These cater for grain, timber, wool, dutiable goods such as wines, spirits and tobacco, and perishable goods such as meat and fruit.

The present gigantic undertaking, owned by the Southern Railway, has grown from the first dock of 1838, (which, curiously enough, was then the largest in England). The 1838 dock system had a surface area of only 16 acres (6½ hectares) of water, and a low-water depth of 18 feet, (5.4 metres). For centuries before, of course, Southampton had been an important port. It was the obvious port of clearance for the rich South country in days when Winchester could still remember its greatness as England's Norman capital. Its wealth was such that in the French war of 1345 Southampton's contribution of 21 ships was only slightly less than that of London itself. With the coming of railways, the port developed with great rapidity, and thus it came about that in 1838 the foundation-stone of the first dock (still in use) was laid by Admiral Sir Lucius Curtis. The first ship to enter the new dock was the *Liverpool* of 500 tons — a far cry from the 81,000 tons of the *Queen Mary*, which today, with such ocean giants as the *Empress of Britain*, the *Bremen*, the *Europe*, carries as many as 70,000 passengers a year on pleasure cruises alone.

The first British Shipping Company to make the port its home was the "P. & O." and today it is used by 32 shipping lines running regular services to 160 ports. Southampton has been one of the cradles of English maritime tradition, but in these modern times not all its "ships" stay in the water. The great port has become air-minded. Southampton water provided a perfect course for the Schneider Trophy seaplane races, and the harbour is now the base for the giant flying-boats of Imperial Airways which fly regularly between England and the farthest Dominions of her Empire, Africa, India and Australia.

Visitors to London who have no taste for art galleries, museums or theatres would do well to visit London's "Dockland" — a city within a city. All through the summer season the P. L. A. operate organized tours by steam down London River; the main dock systems are visited and a broadcast commentary keeps the visitor informed of all points of interest.

London is, perhaps, the most cosmopolitan port in the world. Every known tongue can be heard in the dockside alleys, and a glance at the shipping lists shows the true position of London as a "world port". On one day the Royal Docks alone contained ships for Brisbane, New Orleans, Yokohama, Beira, Auckland, New Westminster, Karachi, Calcutta, Vancouver, Shanghai, Port Natal, Buenos Aires, Cape Town, Montreal, Rosario and Hong Kong. Manning these ships are men of many nationalities, speaking different languages, varying in race, colour and religion. Yet, different as they are, they share two things in common: the sea is in their blood and London River is their home.

London is a "man-made" port. The people of London have spent blood and treasure in turning a pleasant, winding river into the largest harbour in the world — shipping statistics show that they have been repaid a thousandfold. London has two valid claims to her title as Capital of Empire; one the Royal Standard which flies over Buckingham Palace, and the other the swirling waters and stout warehouses of London River.

SPORTS NEWS

The World Skiing Championships at Zakopane.

In spite of the tense political situation in Central Europe preparations for the world skiing championships which are to take place at Zakopane in Poland were not held up for a single moment. In the conviction that the difficulties would soon disperse, the organisers of the championships continued their preparation of Zakopane for this great event. In particular work is being continued on the construction of a large ski-jumping stadium at the world-renowned ski jump on the Krokiew, which, after reconstruction, will permit of jumps of over 80 metres. The profile of this jump has been adapted to the requirements set by the International Skiing Federation (F. I. S.). Work is also in progress on the construction of a new funicular railway up the Gubalówka (1,123 metres) above Zakopane, on a large and luxurious hotel for skiers on the Kalatówki (1,200 metres); these works will be completed at the time originally laid down.

Railway Fare Reductions for Foreign Participants in the F. I. S.

Poland offers extensive facilities to foreign guests who intend to visit Zakopane for the international skiing championships in 1959. For instance, foreign visitors may obtain at 75% reduction in the railway fares from the State frontier to Zakopane and return, and a similar reduction for seven journeys to any place in Poland during the period 15th January to 15th March 1959. These reductions will be granted to those visitors who hold a special voucher, which will be issued by travel agencies on presentation of a foreign passport containing a valid Polish visa for temporary sojourn in Poland. The first journey must be made from a station on the Polish frontier to Zakopane; further journeys may be made after three days have been spent at Zakopane, this stay being certified on the voucher. Those who hold vouchers of participation will be permitted to take 15 kilograms of luggage free of charge.

IF THERE IS ANOTHER WAR
(Concluded)

Gold can well be described as a military necessity and 56% of the world's gold output comes from the Empire, 34% being produced in South Africa. The Dominion of Canada controls 87% of the world's nickel, 49% of all tin and zinc and 58% of the total rubber output comes from British territories. Lead and copper are of vital importance and, by controlling 30% of the world's supply, the Empire is assured of adequate supplies of these metals. 70% of the world's asbestos is mined in Empire countries while the potential food production of the overseas Dominions is beyond calculation. Under modern conditions, fabrics play an important part in military economy and 45% of the world's wool and 24% of the world's cotton come from British countries.

The list is not by any means complete; British production of oil is negligible, and only 12% of the world's output of iron ores is under direct British control. When faced with such figures, especially oil production, the full importance of British naval power becomes evident. War time access to the source of supply is even more important than actual political control or alliance. With gold to pay for her purchases and ships to ensure their safe arrival, Great Britain is in a fortunate position. No one who has studied British character will believe that aerial attack, no matter how savage, will break the country's will; and, without such a breakdown, the country remains secure behind her ocean barriers.

Of all European powers, Great Britain is the only nation that can ensure her own essential supplies — while denying them to any possible antagonist. This is as true today as it was when England carried the banner of freedom against Louis XIV, the great Napoleon or the pathetic figure of the ex-Kaiser at Doorn. There is an old saying that Great Britain loses every battle except the last one; the explanation can be found in the unlimited economic resources of the Empire — an Empire united in peace or in war, holding fast to the great ideals of democracy, freedom in thought and liberty in action.

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P K O 29898PROGRESS OF LAND REFORM
IN POLAND

During the fiscal year 1957-58 the Polish Land Reform Floating Fund used 51,229,000 zlotys. Of this total 7,522,000 zlotys were spent for the regulation of holdings, 2,514,000 zlotys for land improvements, 15,633,000 zlotys for the construction of farm buildings on land allotted by the Government, 7,519,000 zlotys for credit grants on assisted regulation of holdings and improved meadow land, 1,232,000 zlotys for the cost of parcelation, 9,177,000 zlotys for buying land by statutory compulsion or on the open market and 7,631,000 zlotys for the costs of administration and liabilities of the Fund. The expenditure was covered out of the Fund's own revenues (33,879,000 zlotys), supplemented by a 2 million zloty donation from the Treasury, and 15,350,000 zlotys yielded by credit operations in accordance with the general investment scheme of the Government. At present, the floating capital of the Fund amounts to 620 million zlotys. Since the establishment of the Fund in 1932 a total of 316 million zlotys has been used for writing off farmers' debts. During the first half of this year 4,038 independent new farms were created in Poland, of which 1,186 are on land allotted by the Government. The average area of the new small-holdings formed between 1919 and 1937 is 9.4 hectares (1 hectare = 2.47 acres) but there are considerable local differences in the average area, the farming condition being very different in the various parts of Poland. Thus the average of new small-holdings in the voivodship of Kraków is 3.2 hectares, 16.2 in Polesie, 13.4 in Pomorze, 12 in Poznań, and 5.3 hectares in the voivodship of Tarnopol. The aim of the reform is to create holdings having an adequate economic level, enabling the farmer and his family to attain a reasonable standard of life.

STAGE AND SCREEN NEWS

The Shakespeare Memorial Theatre Company of Stratford-upon-Avon is soon to pay its first visit to the United States. Next year the Theatre Governors are to celebrate the theatre's Golden Jubilee. It was on Shakespeare's birthday, April 23, in 1578, that the original Memorial Theatre (destroyed by fire in 1926) was opened, with a performance of *Much Ado About Nothing*. The season will open on April 3 and will continue for twenty-four or twenty-five weeks. B. Iden Payne will be in charge, but there are to be more guest directors than usual.

C. B. Cochran, who has just presented in London a fascinating cinema entertainment called *Flashbacks*, illustrating the evolution of moving pictures from the mechanical magic lantern slides to the talking picture, is to produce in the West-end the American musical comedy *Girl Crazy*, which was done in New York as long ago as 1930. Its cast will include Jack Whiting, June Clyde, Jack Pearl and the De Marcos. The show has new numbers by George Gershwin.

Within the past two weeks there have been pre-viewings of a remarkably good and varied collection of new films, more numerous in fact than in any previous similar period. I can do no more than just mention their titles and principal players: Bernard Shaw's *Pymallion* with Leslie Howard and Wendy Hiller (who makes a sensational success); *The Citadel* (Robert Donat); *Sixty Glorious Years* with Anna Neagle as Queen Victoria; *Stolen Life* (Elizabeth Bergner); *Bones of the River* (Will Hay); *Climbing High* (Jessie Matthews); *Forging Ahead* (George Formby); *Keep Smiling* (Gracie Fields).

But these good things are but as earnest of what British producers have in mind. Already in production, or scheduled for immediate making, are Bernard Shaw's *The Devil's Disciple*, probably with Clark Gable; *So This is London*, with Alfred Drayton, Robertson Hare and Fay Compton; *"Q" Planes*, with Valerie Hobson and Laurence Olivier; *A Gentleman's Gentleman* (Eric Blore); *Thief of Baghdad* (Sabu and Jon Hall); *Murder in Soho* (Jack Lauder); *Anything to Declare* (John Loder); *Belle Chrysalis* and *Leonora Corbett*.

Edward W. Betts of *The Era*

The English Ballet

The Vic-Wells Ballet opened its winter season on October 18th and fully justified the enthusiasm (often perhaps uncritical) of the audience.

Such dancers as Robert Helpmann, Harold Turner and Margot Fonteyn have attained positions where they stand comparison with the leading foreign dancers. In Ninette de Valois and Frederic Ashton too, the Vic-Wells School has a choreographers of the first rank. *"The Rake's Progress"* which was performed this year on the opening night, is in the best tradition of ballet. At the same time it is entirely English, based on Hogarth's famous series of pictures.

Accountant. English, German Polish speaks evening work or full time post. Reply "Accountant" c/o Warsaw Weekly, Szwercynów 4.

Secretary stenographer (English, French, German, Polish, Russian), own portable typewriter, seeks evening work 4 to 9 or would take full time post here or abroad as travelling secretary. Good appearance, excellent health. Reply XYZ c/o Warsaw Weekly, Szwercynów 4.

HARNASIE IN OPERA HOUSE

Warsaw has at last risen to the effort of presenting Szymanowski's *Harnasie* at the Opera House. The work is of supreme difficulty both as regards the interpretation of the music and its illustration by dances, both together constituting a poem that seems to voice the very spirit of the Tatra mountains and the people that inhabit them. The scenery and decorations after the design of Zofia Stryjeńska, the dazzling costumes all form an unforgettable picture. The wild grandeur and the melancholy solitude of the Tatra find their expression in Szymanowski's music no less than the elemental passion of the mountain dances. Perhaps the most successful scene regards performance is the wedding and abduction of the bride by the brigands.

CONCERTS IN WARSAW

The second and third Philharmonic concerts were conducted successfully by Emil Cooper whose interpretation of Czajkowski's V Symphony on Oct. 21st, was particularly impressive. At the same concert the Piano part of Rachmaninoff's Rhapsody on a theme of Paganini was performed by Münz with dazzling brilliance and temperament. At the previous concert the French cellist Maréchal gave an excellent account of himself in Lalo's violinello concerto and some solo pieces. On Tuesday, the 18th, the Wilkomirski Trio consisting of Marya and Casimir Wilkomirski and Niemczyk played trios by Mozart and Schubert and a piano and violinello Sonata by Beethoven at the Conservatoire awakening much admiration for their well harmonized ensemble and the thorough musicianship of their performance. Music lovers should notice that on Nov. 4th, Robert Casadesu will play at the Philharmonic concert. K. M.

CINEMAS

ATLANTIC. Corinne Luchaire in "Prison sans barreaux"

"BALTYK. "Prokurator Andrejew" (Polish Drama)

CAPITOL. "Florian" (Polish Drama)

CASINO. "Gehenna" (Polish Drama)

"COLOSSEUM. "Granica" (Polish Drama)

"EUROPA. "Fred Astaire and Ginger Rogers in "The Lady in Love" (American Musical)

"IMPERIAL. Barbara Stanwyck in "Abandoned" (American Drama)

"PALLADIUM. Walt Disney's "Snow White" (With Polish dialogue)

PAN. Barczewska in "Prawo do szczęścia" (Polish drama)

RIALTO. Simone Simon in "Josette" (Comedy)

"ROMA. Jeanette MacDonald and Nelson Eddy in "Goldilocks" (American Musical)

"STUDIO. Olympic Games, part 2. (Lend Riefenstahl's Masterpiece)

STYLWY. "Professor Wilczur" (Polish Drama)

ŚWIATOWID. Gary Cooper and Sigrid Gurid in "Marco Polo"

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110116	MEREMINSKI Lejb Ester	78	D	"	"	ul. Mostowa 39, Stomil
111754	HELLER Liba	61	D	"	"	Horodenska
112059	STANDER Josef	51	D	"	"	Hotel Metropol, Warsaw
F.2387	68 PICK Ruchla	24	H	"	31.12.58	1-go Maja 19, Łódź
F.2406	SZALOKIEWICZ Cyryl	1	G	"	10.11.58	Łódź 7, Wilno
F.2206	117 PAJERSZTEJN Chana	1	G	"	12.39	Równe
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BOOK REVIEW

The latest Penguin issues include a special "The Air Defence of Britain", extremely well reasoned description of the problem which now confronts Great Britain in the air, written by three experts: Air Commodore L. E. O. Charlton, G. T. Garrat, and Lieut.-Commr. R. Fletcher, M. P.

There are also two books on travel and adventure. One a most charming description of the flight from New York to China via Arctic Circle written by Anne Morrow Lindberg, who accompanied her husband on this trip in 1931 and a book on China by Miss Nora Wain who writes from experience of both the old China of silk and jade and old ivory and the new China decimated by massacre and civil war.

There are also three works of fiction: "Queer Street" by Edward Shanks, in two volumes, a novel about a post war night club in London, "The Centaur" a charming work by Algernon Blackwood and a brilliant satire by Osbert Sitwell entitled "Before the Bombardment". Finally there is a volume of memoirs by E. F. Benson entitled "As we were".

It is to great interest to know how consistently the publishers of this delightful series maintain the high standard which they set at its initiation and which have rendered it superior to any other collection at similar price on the market.

VICTORIA. Bodo and Dymars in "Pawel i Gaweł" (Polish Comedy). Starred cinemas play at 5, 7, 9, others at 8, 10.

THEATRES AND MUSIC

ATENEUM. "Tartuffe" by Molière.

BUFFO. "Porwanie Sabinek",

CYRULIK WARSZAWSKI. "Naokoło

Cyrulika" (Musical 7.30 and 10.)

FILHARMONIA. Symphony Concert

every Friday evening.

KAMERALNY. "Głęboka na Zimnej"

KONSERWATORIUM. Occasional

Concerts.

LETNI. "Jean"

MALE QUI PRO QUO "Nothing is

known" (Musical 7.30 and 10.)

MALICKIE. "Japoński Rower" by Z

Chrzaniowski.

MAŁY. "Dziwonozy" by Sardou.

NOWY. "Laborium Grove" by J. B.

Priestley.

NARODOWY. "Frédéric" by Ch. de

Peiret-Chappuis.

OPERA. "The Gipsy Princess

(Musical)

POLSKI. "Papł Nikołozos". (Comedy)

TEATR WIELKI — OPERA. "Harnasie"

Star.

WIELKA REWIA. "Naprawdę Marzec".

EXHIBITIONS

L. P. S. "Modern Polish Art".

MUZEOŃ. "Narodowe. Warsaw

exhibition

ZACHĘTA "Modern Paintings".

Editors: EGBERTON SYKES
CICILIA HALPERN